(b) A liquid chlorine pump may not be installed on a cargo tank intended for the transportation of chlorine.

[Amdt. 178–89, 54 FR 25018, June 12, 1989, as amended by Amdt. 178–118, 61 FR 51340, Oct. 1, 1996]

§ 178.337–16 Testing.

(a) *Inspection and tests.* Inspection of materials of construction of the cargo tank and its appurtenances and original test and inspection of the finished cargo tank and its appurtenances must be as required by the ASME Code and as further required by this specification except that for cargo tanks constructed in accordance with part UHT of the ASME Code the original test pressure must be at least twice the cargo tank design pressure.

(b) *Weld testing and inspection.* (1) Each cargo tank constructed in accordance with part UHT of the ASME Code must be subjected, after postweld heat treatment and hydrostatic tests, to a wet fluorescent magnetic particle inspection to be made on all welds in or on the cargo tank shell and heads both inside and out. The method of inspection must conform to Appendix VI of the ASME Code, paragraph UA–70 through UA–72 except that permanent magnets shall not be used.

(2) On cargo tanks of over 3,500 gallons water capacity other than those described in paragraph (b)(1) of this section unless fully radiographed, a test must be made of all welds in or on the shell and heads both inside and outside by either the wet fluorescent magnetic particle method conforming to appendix VI of the ASME Code, liquid dye penetrant method, or ultrasonic testing in accordance with appendix U of the ASME Code. Permanent magnets must not be used to perform the magnetic particle inspection.

(c) All defects found shall be repaired, the cargo tanks shall then again be postweld heat treated, if such heat treatment was previously performed, and the repaired areas shall again be tested.

[Order 59–B, 30 FR 582, Jan. 16, 1965. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 178–7, 34 FR 18250, Nov. 14, 1969; Amdt. 178–99, 58 FR 51534, Oct. 1, 1993; Amdt. 178–118, 61 FR 51340, Oct. 1, 1996]

§ 178.337–17 Marking.

(a) *Metal identification plate.* Each cargo tank built after July 1, 1985 shall have a corrosion resistant metal plate permanently affixed by brazing or welding around its perimeter, on the left side (on the right side prior to July 1, 1985) near the front, in a place readily accessible for inspection. It must be maintained in a legible condition. On multi–cargo tank motor vehicles plates shall be attached to each cargo tank at the front in a place readily accessible for inspection. Each insulated cargo tank shall have an additional plate, as described, affixed to the jacket in the location specified. Neither the plate itself nor the means of attachment to the cargo tank or jacket may be subject to attack by the cargo tank contents. If the plate is attached directly to the cargo tank by welding it shall be welded thereto before the cargo tank is postweld heat treated. The plate shall be plainly marked by stamping, embossing, or other means of forming letters into the metal of the plate, with the following information in addition to that required by the ASME Code, in characters at least ⅜ inch high:

Vehicle manufacturer.
Vehicle manufacturer's serial number.
D.O.T. specification number MC–331.
Vessel material specification number.
Water capacity in pounds (see Note 1).
Original test date.

NOTE 1: See § 173.315(a) of this chapter regarding water capacity.

(b) Each cargo tank must also be marked as required by § 172.328 of this subchapter.

[Order 59–B, 30 FR 582, Jan. 16, 1965. Redesignated at 32 FR 5606, Apr. 5, 1967]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 178.337–17, see the List of CFR Sections Affected which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 178.337–18 Certification.

(a) At or before the time of delivery, the cargo tank motor vehicle manufacturer must supply and the owner must obtain, a cargo tank motor vehicle manufacturer's data report as required by the ASME Code, and a certificate stating that the completed cargo tank motor vehicle conforms in all respects